Det. Bell Isle & Windsor Ferry, Co.

VOL. X NO. 13. CLEVELAND, O., MARCH 29, 1888. $2.00 PER ANNUM. SINGLE COPIES 5 CENTS.

AROUND THE LAKES.

CLEVELAND.

The engines are all in the H. J. Johnson and her cabins nearly finished.

Mr. Wicks, a prominent vessel owner and agent, of Saginaw, was in the city Tuesday.

Norman Kelley, a descendant of the pioneer of Kelley's Island, was in the city Tuesday.

Captain Thomas Wilford, of Lorain, last season master of the steamer J. H. Devereux, was in the city Tuesday.

Captain A. Graves, of Perry, who will sail the steamer Wm. Chisholm this season, was in the city Tuesday.

Captain Wm. Young will command the steamer John N. Glidden another year and Dan'l Sullivan, the captain's nephew, will be mate.

The M. E. Tremble, recently purchased in this city, will tow behind the George Spencer this season, Captain Lockwood in command.

The Argonaut was taken out of the Cleveland drydock Thursday, and the Outhwaite went in. She will receive some new planking and other necessary repairs.

Captain E. Cunningham, formerly master of the steamer Christie, has purchased of the Delta Transportation Co., the steamer New Orleans and will sail her this season.

John Warner and Captain Burns, of this city, have purchased the schooner H. A. Kemt, Captain E Cunningham; price not stated. Captain Burns will sail her.

The tonnage of the scow schooner Cumberland, of Milwaukee, is 18.98 gross and 17.85 net, and that of the steam yacht Douglass, built at Toledo, 104.24 gross and 61 39 net, according to the report of the bureau of navigation.

Captain P. Dowdell, who will sail the schooner Annie M. Peterson, says the water is low in the Sturgeon Bay canal, but thinks that the late rains and the melting of the snow will raise it to sufficient depth to permit the necessary traffic on 14 feet.

At the Cleveland drydock they have put a new 60 horse-power boiler in the pump house, shortened up the well, and made some extensive repairs on the engine. The old boiler will be cut off, have a new back head, and will be used for keeping the dock dry.

The City of Cleveland made her first trip, arriving here at 8:00 p. m. Wednesday. She brought over twenty-seven passengers and some freight. The trip, notwithstanding the ice, was made in about eight hours, and exceeded the expectations of the officers and those on board.

Mr. C. D. Miley, with Messrs. Parrish Bros. & Peck, arrived Wednesday evening, on the City of Cleveland, from Detroit. Messrs. Parrish have arranged a telephone system between steambarges and tow, of five or six vessels. This is a very valuable invention, and will insure convenience and safety.

Captain Wm. S. Mack has bought the steamer Ballantine from Messrs. W. M. Eagan, R. P. Fitzgerald, et al. Price $40,000. Rates straight A2; Value $45,000. Will tow consort Ironton, owned by same parties, and schooner H. G. King, owned by J. Green, et al.

Captain C. N. DeOtt will start for Two Harbors on Monday next to perfect arrangements for trimming vessels at that port for the coming season. Captain DeOtt is strongly recommended, not only by the Cleveland vessel owners, but by Chicago vessel men, among whom is J. C. Morse, president of the Minnesota Iron Co.

Having used the Providence steam capstan windlass, new style, on steamship Aurora, letting go her large anchor in deep water on Lake Superior, and heaving in the same without a hitch; in fact, letting its engines run as fast as it was possible to stow away the chain with two men in the locker (chain an inch and three-quarters, anchor thirty-three hundred pounds in weight) is evidence that it is a perfect machine in every respect for the purpose intended, the capstan on upper deck working splendidly at all times.

Captain C. C. Goodwin, of the life saving station, has his crew selected for the coming season which will open up soon. There are very few changes from last year. The Dobbins life boat, which was damaged last year, having had her garboard and planking stove in below the water line at the wreck of the Zach Chandler, has been thoroughly repaired, besides getting considerable more cork lining, and a new deck throughout. The captain is very much pleased with the boat. He says: "I have seen all kinds of boats, and during my experience have used about all the different styles and patterns, but I never saw one before that would float and be of any service with her bottom knocked out, and after I took the crew off the Chandler in my boat, with a hole in her big enough to crawl through, I made up my mind she was good enough for me."

Captain Harry G. Blanchard, of Detroit, was in the city Tuesday. Captain Harry, notwithstanding the pranks of festive, uncertain fortune, holds his own well, and when it comes to the point of holding his age, has the bulge on the youngsters yet. He had the honor of taking the first steamboat, and an American boat too, through the Welland canal, although the Canadians insisted that he should be preceded by a Canadian tug. She was a salt water boat, and her name was Ellen S. Terry, an old blockade runner. After reaching the lakes her name was changed to the Don M. Dickinson. It was but five days after leaving Hoboken, N. Y., until the Terry cast anchor at Quebec the same night that the fire, which destroyed the entire lower portion of the city occurred. After passing the lower canal the Terry was compelled to lay to at Clayton until the completion of the new canal, as the boat was 41 feet too long to pass the locks. Captain Blanchard was one of the twenty-one survivors of the Morning Star disaster, which will be remembered as having occurred off this port, and it would be to the interest of our churches, who are seeking to aid the heathen in foreign lands, to engage him to lecture on the Holy Land and the second coming.

The shippers of coal would probably be doing a great deal if it were not for the suspense in the ore freight market. Everybody anticipates immense shipments of coal to the northwest this season, and the combination among the producers and handlers will facilitate the movement. In the absence of down freights, however, activity in this line is slow to come about. The Milwaukee gas company has advertised for bids on the large amount of coal which will be consumed in its works, and some of the Cleveland merchants have endeavored to obtain a rate of freight from the vessel men. With matters in their present shape the sellers could, of course, only get higher figures from the marine men, than they would be willing to run chances with in asking for contracts, and even this kind of work has not as yet helped a settlement of rates. For coal to the head of Lake Superior the vessel men think they should be paid $1 a ton. Last year some coal was taken at this time for 85 and 90 cents a ton, but the rates to some Lake Superior ports distanced those figures as the season advanced.

Mr. J. E. Simpson, of New York City, senior partner of the firm of J. E. Simpson & Co., contractors and builders of the Simpson patent drydock, wooden and iron ships, has been in the city three days this week. He came at the request of Mr. Radcliffe to examine the location and prepare figures for the vessel owners' drydock with a view to doing the work. Mr. Simpson may properly be called the father of drydock constructors of this country. He has had forty years experience in the business, and has built more than a mile in length of his patent docks, every one of which has given evidence that he is master of his business. The following is a list of plants which he has built on the Atlantic coast, several of which he is directly interested in at the present time: At Portland, Me., one dock, 200 feet long, with 12 feet draft over gate sill, and one 425 feet long, with 23 feet draft over sill. At East Boston, Mass., one 165 feet long, with 15 feet draft over sill; one 250 feet long, with 18 feet draft over sill, and one 365 long, with 20 feet draft over sill. At Brooklyn, N. Y., one 570 feet long, with 22 feet draft over sill, and one 600 feet long, with 25 feet draft over sill. At Philadelphia, Pa., one dock 450 feet long, with 22 feet draft of water over sill. At Wilmington, Del., one dock 340 feet long, with 16 feet draft over sill. At Baltimore, Md., one dock 470 feet long, with 22 feet draft over sill. St John's, Newfoundland, one dock 600 feet long, draft over sill 25 feet, with freight house 400 feet long, machine shop 400 feet long, with every facility for repairing wooden and iron ships. The three now in course of construction are: One at New Port News, Va., 600 feet long, 25 feet draft over sill, will be completed about August 1st; one for the United States government at the Brooklyn navy yard, 500 feet in length, 25 feet draft over sill; and one at the Portsmouth navy yard, 500 feet long, and 25 feet draft over sill. The contract time for the construction of the last two named is two years, but if the weather is not unfavorable for the work, they will be completed within six months. The large docks at New York and Newfoundland will dock any ship afloat excepting the Great Eastern, with cargo and crew, if necessary, and at Newfoundland the English warship Tenedors was successfully docked and repaired with armament, cargo, and everything aboard.

W. D. Crane, a prominent resident of Sandusky, was in the city Tuesday.

Joseph Lavier has been appointed steward of the Charlemagne Tower, Jr.

Captain Mundy, of the gospel ship Glad Tidings, was in the city this week.

Rev. W. H. Parker has accepted the position as steward on the steamer Geo. Spencer.

Henry Schoof will go to Chicago on Saturday to fit out the machinery of the Maurice B. Grover.

Mr. Wm. Pleitz has been appointed chief engineer of the new steamer Lackawanna, and Fred Harmon assistant.

Robert Wallace has sold 1-16th of the Everett to Captain Wm. Gerlach for $4,300. Captain Gerlach will sail her.

As soon as the new steamer Lackawanna has been launched from the yard of the Cleveland Shipbuilding Co., the new ferry steamer, to keep open water between the United States and Canada, will be commenced. She will be 279 over all, 75 feet beam over guard, hull 45½, 17 feet moulded depth, with two paddles, one on each side, and a screw at the stern 9 feet in diameter. The engines, to drive the paddle wheels, will be 28 inches in diameter, 40 inches stroke, and will be so geared as to make three revolutions to one turn of the wheel. The screw will be driven by one pair of engines 28 by 36. This boat will transport twenty-one loaded cars.

MILWAUKEE.

Special to the Marine Record.

Since my last letter the shipcarpenters' strike has somewhat broken, as a great many of the men have become dissatisfied and returned to their old positions. The calkers, however, remain firm, but from present indications, they will all be back looking for their old positions by the 1st of April. There is nothing forboding in the outlook for next year. I know of a season contract at a good figure, and predict there will be more of them when the owners show a disposition to pick them up. Of course, there is a large amount of new tonnage coming out this spring, and it will have a very bad effect on the rates later on, which, in a measure, accounts for shippers holding off their charters

There is some talk of a new boat of 40,000 or 50,000 bushels capacity being built this summer, but no definite arrangements have as yet been made.

One of our wealthy citizens is talking of and getting figures on a 75 feet steam yacht, to make about twelve miles, but has not signed any contract.

Work has been resumed on the rebuilding of the barge Huron City and it will be pushed to completion.

Captain Snyder, of Grand Haven, has sold the barge Van Raalte to the Majo Lumber Co., and she will be converted into a passenger boat.

The new barge Davidson has received her spars, machinery, and boilers, and will be almost ready for steam when she is put in the water.

The propeller Charlevoix is very nearly completed and will present a handsome appearance when ready for business. Few people will recognize her as the old Champlain, she having been lengthened and generally rebuilt.

Business is very good in all the machine shops, especially in the Sheriffs' works. They have shipped out thirteen wheels since the 1st of March, one of which went to Detroit.

The steambarge Ballentine has been sold to Cleveland parties; consideration not known. She is fifteen years old, but is in excellent condition.

The barge Burroughs has started the season by clearing for Little Harbor, and the rest of the lumber barges are about through fitting out, and it will not be long before they will make a start. Captains and engineers are arriving every day, and the boats present a lively appearance.

The weather here is so changeable that it can not be depended upon for twenty-four hours.

All of the striking carpenters and calkers are back and shipyard work is being rushed at an incredible pace.

The F. & P. M. No. 3 went into dock Tuesday for a new sternbearing, having encountered the ice pretty heavily on her last trip.

James Bannen, our able local marine reporter, in conjunction with Captain McCoy, has started in the sand business. They have purchased the sucker Hunter from Starke Bros., and are at present getting her ready for business.

It is expected that one of R. P. Fitzgerald & Co.'s new boats will tow the barge Northwest this season.

The James Sheriffs' estate is putting new lathes, planers, etc., in their shop, and expect next winter to be able to extend their business a great deal. This will make, with what tools they bought last summer, about $15,000 put into their works. If the prospects are all right next fall they will put an addition to their plant, and expect to have a shop second to none on the chain of lakes.

Mann Bros., of this port, have purchased the tug Temple Emery, of Bay City, for $15,000, and will sell the old tug Goldsmith, as she is too small for their work.

J. A. S.

SANDUSKY.

Special to the Marine Record.

Captain Minor, of Detroit, has purchased the schooner J. S. Richards, of this city, for $6,000.

Messrs. Helbing & Redding are building a barge which they expect to have completed by June 1st. Her dimensions are: Length 116 feet, width 28 feet, depth of hold 8 feet. She will be engaged in the coal and lumber trade.

Hon. John H. Hudson, of this city, has sold the steambarge Bessie to Thompson Bros., of St. Clair, for $6,000.

The schooner P. B. Locke, formerly owned here, has been sold to Captain Durand, of Toledo. The sum paid was $75,000.

The steamer American Eagle, ice-bound at Put-in-Bay for five days, arrived here Tuesday. C. G. S.

EAST SAGINAW.

Special to the Marine Record.

The Saginaw river opened on the 21st and the business of 1888 was started by the McLean lighters and the Shaw Transfer Co. lighters commencing active operations, the only steam craft in commission being the two tugs the Anna and Edgar Haight, which put in most of the time breaking up the ice and damaging themselves to accomodate some of the more anxious customers.

Captain Fick has given the barge Seminole a new stern a number of knees etc., which is a great improvement. The Seminole will be a consort of the Germaina in the Toledo trade.

Carken, Stickney & Cram, the contractors, have nearly completed four new dump scows, a drill scow, two tugs and a dredge.

The Gerry Bros. John and Tom, are busy looking after their vessel interests the barges Fostoria and D. H. Keys. They are hustlers and are deserving of success.

Captain M. J. Rogers, is reported as having taken an interest in the vessel business at Sceattle W. T.

Walter D. Young, of Young Bros., the hustling coal dealers of Bay City, states that their wreck, the steambarge Arizona, has been raised and repaired and will propel herself to Port Huron where she will go into drydock for a thorough rebuild. It is also expected that the barge Plymouth, belonging to him will be raised in time to tow down with the Arizona.

The barge Nellie Mason got out of the Bay City dock, Saturday. She has an entire new bottom and was refastened throughout and is said by experts to be in better condition than the day she was launched. Her owner, Mr. Gilchrist, of Alpena, is very proud of her.

Captain Brayce, of the Mackinaw Lumber Co. is at the drydock looking after the repairs to the tug Saugatuck. Her engine is being compounded.

L. L. Hotchkiss & Co., who purchased the steamer Cora K. D. last fall, have her entirely remodeled and in fact little is left of the original craft. She has a new Scotch boiler made by John McKinnon of Bay City and a compound engine made by Smally Bros. with a Knowles independent condenser. The firm have struck a very sensible idea when they furnished their boat as they did with a complete fire boat equipment, which should be greatly appreciated by the surrounding mill owners in case of fire. She will be known when finished by the name of Courier.

F. W. Wheeler, is the busiest man on the great lakes. It is a sight not soon forgotten to see the ten monster steamships, schooners, tugs, and passinger boats, now in course of construction at his yard. Mr. Wheeler's record is one that any young man and many an old one could be proud of. The weekly pay role now amounts to $7.500. SHAW.

HENDERSON, N Y.

Special to the Marine Record

Captain D. L. Boyce, of the schoone Hallaran, left here a few days ago for Iowa.

Captain Wm. Gilbert, has commenced rebuilding his schooner the Wm. Gilbert. She is to be lengthened 25 feet and have steam power. Luther Read has charge of the work.

Captain H. Boyce, of the schooner J. B. Merrill, has been here visiting friends.

The first arrival at this port this season was at the house of Captain C. W. Howard, of the schooner Sherman; it is a girl.

Captain L. E. Boyce, leaves for Milwaukee next Monday, to take charge of the schooner W. H. Barnum.

Captain Austin Phelps, is to sail the steamer H. J. Jewett, this season; Captain A. E. White the steamer Kasota; Captain Mac Boyce the schooner Itasca.

The lower part of Lake Ontario is filled with a heavy body of ice and the prospect for an early opening of navigation is not very good at present.

CLEVELAND BREAKWATER EXTENSION.

WAR DEPARTMENT,
WASHINGTON CITY, February 28, 1888.

The secretary of war has the honor to transmit to the house of representatives a letter dated the 25th instant from the chief of engineers, and a copy of the report of Maj. L. C. Overman, corps of engineers, together with the papers and maps on file in this department, in relation to the proposed extension of the east breakwater at Cleveland, Ohio, for an additional length of 2,000 feet, the same being transmitted in response to house resolution dated the 20th inst. requesting that all such papers be furnished for the use of the committee on rivers and harbors.

WILLIAM C. ENDICOTT,
Secretary of War.

The Speaker of the House of Representatives.

OFFICE OF THE CHIEF OF ENGINEERS,
UNITED STATES ARMY,
WASHINGTON, D. C., February 25, 1888.

SIR: I have the honor to return herewith the resolution of the house of representatives of the United States, dated February 20, 1888, requesting the secretary of war "to transmit to this house, for the use of the committee on rivers and harbors, all papers, maps, tracings, and recommendations now on file in the war department in relation to the breakwater at Cleveland, Ohio; especially all such papers, maps, tracings, and recommendations as relate to the extension of such breakwater easterly, substantially on the present line without material deflection toward the shore, for the whole length now authorized and an additional length of not less than 2,000 feet," and in reply thereto to submit the inclosed copy of the report of Maj. L. C. Overman, Corps of engineers, dated February 21, instant, together with papers and maps on file in this office in relation to the proposed extension of the east breakwater at Cleveland, Ohio, for an additional length of 2,000 feet, which, it is believed, will furnish all required information upon the subject.

It will be seen that Major Overman gives succinctly and clearly a description of the proposed extension of the east breakwater at Cleveland, Ohio, together with an estimate of its cost, stated as $300,000.

Should the proposed modification be adopted the area of "anchorage space beyond the 16 foot curve will be increased from about 75 to 200 acres, and the shore arm is located for its entire length in water average 26 feet in depth, or over; and the conformation of the shore line is such that this shore-arm can be further extended 2,200 feet when required, and still leave the inshore extremity in 24 feet depth of water, with an opening nearly 1,300 feet between it and the curve of 16 feet depth."

The original estimate for the harbor of refuge at Cleveland was	$1,800,000
The west breakwater completed in 1883, including repairs cost about	$813 000
To which add the estimated cost for the parapet for same	60,000
	$873,000
The east breakwater as at present projected is estimated to cost	440,000
Making a total of	1,313,000
Amount appropriated to date	993,750
Estimated amount required to complete on present plan is	319,250
Add to this the amount required for the proposed extension of the east breakwater	300,000
The total amount will be	619,250
Which is less than the original estimate by the sum of	187,000

I concur fully in Major Overman's recommendation that the proposed extension be authorized.

Very respectfully, your obedient servant,
J. C. DUANE,
Brig. Gen., Chief of Engineers.

REPORT OF MAJOR L. COOPER OVERMAN, CORPS OF ENGINEERS.

Hon. C Endicott. Secretary of War:
WASHINGTON, D. C., February 21, 1888.

GENERAL: In reply to your letter of February 20, 1888, relating to the proposed "extension of the Cleveland breakwater," I have to respectfully submit the following:

The present project for the completion of the harbor of refuge at Cleveland, Ohio, adopted in 1884, provides for an east breakwater, which begins at a point on the prolongation of the lake arm of the west breakwater, and 500 feet from it; extends eastward on the line about 1,100 feet, then inclines towards the shore in a depth of 25 feet of water, and extends 2,400 feet, having an entrance 1,200 feet wide between the eastern end and the curve of 14 feet depth.

On account of the rapidly increasing commerce of the lakes, the increased size and increased draught of vessels now employed and now building, and to provide for further enlargement in the future when required, it is proposed to modify the present plan and thereby extend the east breakwater.

The reasons for this change are fully presented in the report of the Cleveland board of trade.

Briefly described, it is proposed to extend the lake arm of the east breakwater, as at present projected, from about 1,100 feet in length to 3,500 feet in length, then incline towards the shore on a line parallel with the present projected breakwater, and construct 2,000 linear feet of breakwater, making a total of 5,500 linear feet for the east breakwater.

By this modification the anchorage space beyond the 16 foot curve is increased from about 75 acres to 200 acres, and the shore-arm is located for its entire length in water averaging 26 feet in depth or over; and the conformation of the shore line is such that this shore-arm can be further extended 2,200 feet when required, and still leave the inshore extremity in 24 feet depth of water, with an opening nearly 1,300 feet between it and the curve of 16 feet depth.

The harbor of refuge as originally projected was estimated to cost $1,800,000.

The west breakwater, completed in 1883, together with repairs to same, cost in round numbers $813,000; to which add the estimated cost for the parapet for same, $60,000.

The east breakwater as at present projected is estimated to cost $440,000, making a total of $1,313,000.

There has been appropriated to date for the harbor of refuge $993,750, so that the estimated amount required to complete according to present plan is $319,250.

The proposed extension requires the construction of about 2,000 linear feet additional of breakwater, in water of an average depth of 28 feet, and will cost (at present contract prices) about $150 per linear foot, or $300,000 for the extension, making a total of $619,250 to complete on the proposed enlarged plan.

The total cost of the harbor of refuge would then be $1,613,000, or $187,000 less than the original estimate.

If, then, congress in 1875 deemed it advisable to commence a work estimated to cost $1,800,000 there should be no hesitation in 1888, when the needs of commerce are more than quadrupled, to sanction a change of plan which materially enlarges and improves the harbor of refuge at a cost of $187,000 less than the original estimate.

Weighed against the interests to be benefited and the large amount of commerce to be accommodated, the amount required for the extension is very small.

I have, therefore, to earnestly recommended that the proposed extension of the east breakwater at Cleveland Harbor, Ohio, be sanctioned and approved.

Very respectfully, your obedient servant,
L. COOPER OVERMAN,
Major of Engineers.

The Chief of Engineers, U. S. A.

NEW LIGHT HOUSES RECOMMENDED.

The committee on commerce has reported a bill to provide for the erection of sundry light houses on Lake Superior, Huron, Erie and Michigan. Following are some of the fog signals and lights provided for: Fog signal, Beaver Island, Lake Michigan, $5,500; Mackinac Point, $5,500. Light house, White Shoals, Lake Michigan; $60,000. Fog signal, Twin River Point, Lake Michigan; $5,500. Fog whistle, Lapointe, Ashland Harbor, Lake Superior; $5 500; Point Iroquois $5,500. Fog signal at Two Harbors $5,500; Light on Devil's Island, Apostle group $15,000; Range lights at Duluth, $3,284.12. In its report upon the various propositions suggested in its bill, the board says, in relation to its recommendation for the erection of a fog-signal at Two Harbors, Minn., that it was unable to purchase a site upon the headland, where the fog-signal ought to stand, and that it will have to be content with placing it on the piers now in course of construction. In recommending the range lights at Duluth, the board suggests that the words "white flag" be omitted from the bill, as they have grave doubts whether the tower to be built could stand the vibration necessary to secure a flash-light.

MARITIME LAW.

PRINCIPAL AND AGENT—SUPPLIES FURNISHED ON CREDIT TO AGENT—LIABILITY OF PRINCIPAL.

U. S. District Court, Southern District of New York.

Exceptions to Commissioner's Report.

Brown, J.

The libelant sold supplies to one Gibson, who was engaged in the management of a number of canal boats, some of which belonged to the respondent. As respects the respondent's boats he was his general agent in managing the boats and business connected therewith, but had been forbidden to procure supplies for credit. Gibson rendered to respondent accounts from time to time in respect to respondent's boat, showing funds in his hands. Gibson had given notes from time to time to libelant, some of which were paid, and others remained unpaid in whole or in part. The libel was filed for a certain balance claimed to be finally due on account of the respondent's boats and the commission has found the sum of $204.92 due to the libelant. The respondent had no knowledge of the outstanding bills until shortly before the libel was filed. Gibson disappeared, apparently owing respondent a much larger sum. Fradley during his dealings with Gibson supposed he was the owner of the respondent's boats. Gibson owned several boats, and conducted the business of all alike.

The respondent became answerable for the debts contracted by Gibson as his agent. His general management of the business that was entrusted to him was sufficient to charge the respondent for the supplies actually furnished to his boats, although they were procured upon credit in violation of the respondent's instructions to Gibson as agent. The Suliote, 23 Fed. Rep. 919. In the case of Lanig v. Butler & al. (37 Hem. 144) it was held that where the seller trusted the agent exclusively, not knowing the principal, and the principal had furnished the agent the money with which to make the purchase the principal was not liable. That case is not applicable here, because the essential fact on which it turns does not here exist; the respondent had neither furnished the money to the agent with which to make the purchase, nor had he settled with him on the basis of a previous payment of the bills by the agent; nor, in so far as appears, had he surrendered any claims or right against the agent, or in any way changed his own position. Whatever he may lose, he loses simply by the agent's dishonesty and treachery; and of this the principal took the risk, as respects the agent's dealings with third persons. See the Suliote, 23 Fed. Rep. 919; Berwind v. Schultz, 25 do., 912, 918.

As respects the owner of the note for $144.52, the evidence and the inferences to be drawn are conflicting. There can be no doubt that the note was not received in absolute payment; but the note is not produced, and it is alleged to have been lost. Upon the evidence as it stands, I do not think I should be warranted in reversing the commissioner finding that it had not been paid. The usual bond of indemnity with sufficient surety and justification must be given.

The report is therefore confirmed.

SHEBOYGAN.

The following is a list of the Sheboygan fleet and the captains who will be in command the coming season: Schooners—Stampede, D. Buchanan master; John Mee, Nels. Olson master; Vega, Geo. Johnson master; Lilly E., Gus. Gunderson master; Lottie Cooper, Rudolph Rieboldt master; Evening Star, Fred Lorenz master; J. Duval, James Williams master; Sardinia, Nick Gunderson master; L. E. Raesser, Wm. Lorenz master; H. D. Moore, Fred Gunderson master; Nancy Dell, Andrew Gunderson master; J. A. Holmes, — Christainson master; Waleska, — Bruns master; Elva, Martin Johnson master; Davspring, R. Johnson master; Mary, Geo. Bolson master; J. L Green, Peter Peterson master; Petrel, Martin Nelson master; Jessie Winter, Anton Nelson master; Eliza Day, L. Olson master; Exchange, C O'Hara master; I. A. Johnson, H. Meuhlenberg master; Dawn, J. Freimuth master; C. Gordon, Ingbert Larson master; J. H. Stevens, John Olson master; O. Newhouse, A. Kilson master; Clara, Chr. Braunsdort master; Abbie, H. Halverson master; Island City, Henry Kane master.

Towing tugs—Sheboygan, Wm. Groh master, Wm. Aherm engineer; F. Neilson, Cal. Heath master, Wm. Tehk engineer.

Fishing tugs—Hoffnung, H. Wilson master, Tom Lemere engineer; F. Koehn, C Pooler master, Wm. Koehn engineer; Carrie Mather, F. Shraut master, Geo. Shraut engineer; F. Karste, J. Geneit master, John Carr engineer.

Barge—Welcome, E. Sonnemann.

Steambarge—Mary Mills.

ED J. KENDALL.
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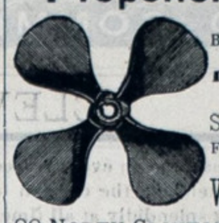
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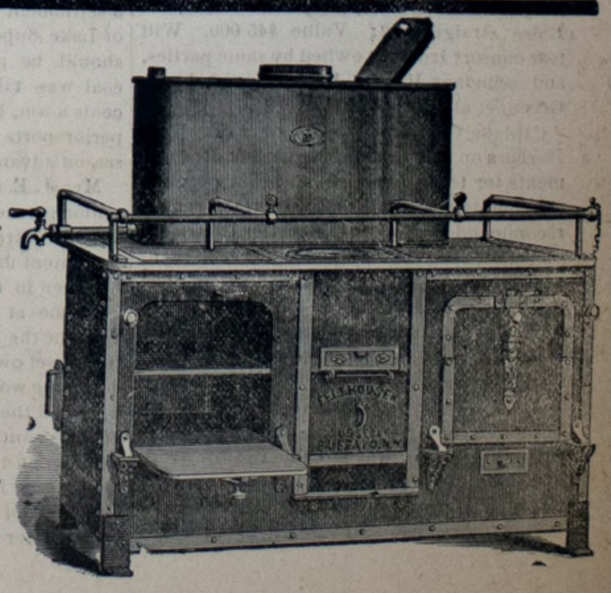

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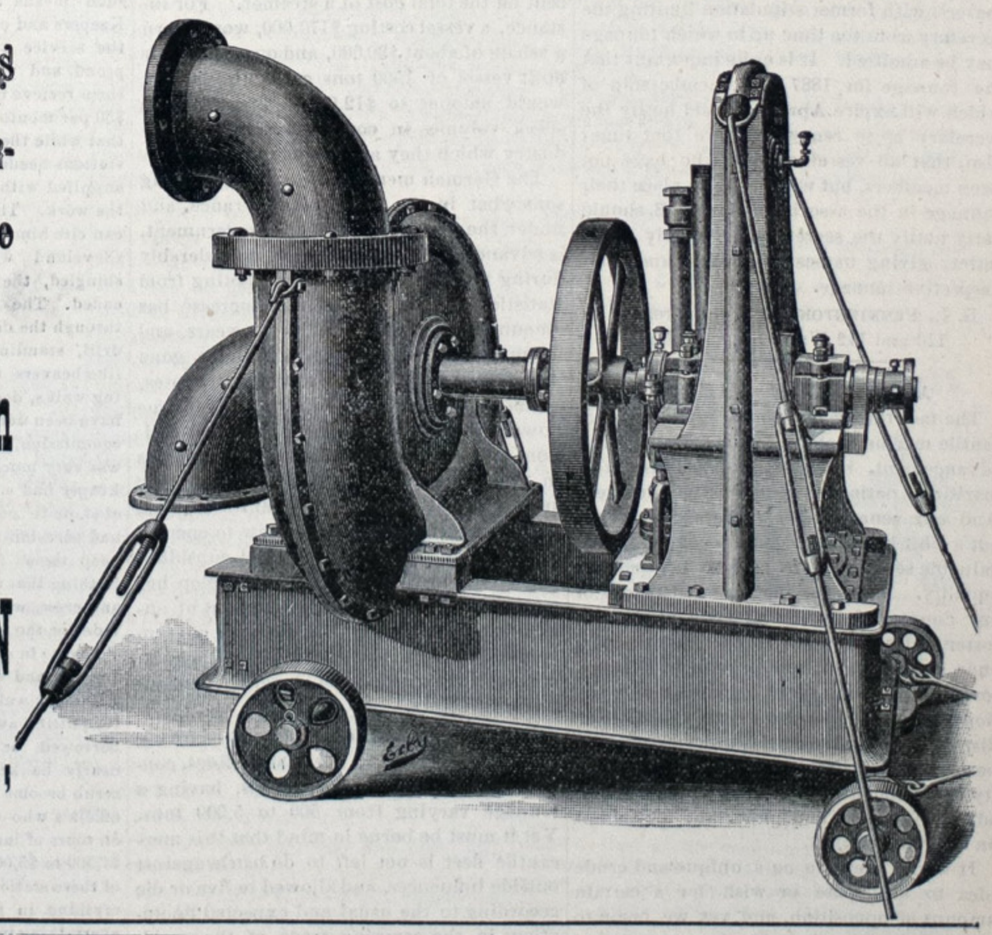

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CLEVELAND, O., THURSDAY, MARCH 29.

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NOTICE TO VESSEL OWNERS.

By resolution of Cleveland Vessel Owners' Association, February 2, 1888, the assessment on the tonnage for 1888, custom house register, was levied the same as for 1887, viz: 3c per ton on *steam* and 4c on *sail* and *consort*, with former stipulation limiting the secretary as to the time up to which tonnage may be admitted. It is quite important that the tonnage for 1887 the membership of which will expire April 1, should notify the secretary as to renewal before that time; also, that all vessel owners who have not been members, but who desire to place their tonnage in the association for 1888, should early notify the secretary, personally or by letter, giving names of vessels and their respective tonnage. Address,

B. L. PENNINGTON, Sec'y and Treas.,
110 and 112 Water St., Cleveland, O.

MERCANTILE MARINE.

The fact that a large and powerful mercantile marine is absolutely necessary to the advancement, interests, and welfare of a maritime nation is universally admitted. And our senators and representatives are not a whit behind the age in recognizing this valuable section of the laws of commercial equality. The ever increasing demands of our country for a liberal code of laws to foster and encourage the energy, perseverance, and capital of our prominent citizens, towards this eminently legitimate and national result is beyond either question or dispute by even the most conservative members of our legislature; in fact, the unanimity of sentiment seems to retard instead of advancing useful and important legislation on this vital subject.

It would seem to be a unique and crude idea to anticipate or wish for a certain amount of opposition, and yet we begin to imagine that if an individual or a section of our representatives would show a decided front in opposition to the marine interests of our country it would tend to hasten along the inevitable. Statistics, statements, and reports are generally admitted without one dissentient voice, and the various measures proposed are, in a general way, thought to be advisable and essential to the country's welfare; and yet it has been frequently noticeable that at this point the utility of the bill or petition seems to hang fire and apparently drop out of sight.

The recent measure, introduced by Representative Crouse, to provide an export bounty of 7 cents per bushel on wheat, 4 cents per bushel on corn, 3 cents per bushel on oats, also, 50 cents per barrel on flour and oat meal, and an additional bounty of 2½ cents per ton for each and every one hundred miles the product may be carried on water in American bottoms, this bounty to be paid to the owners of the vessels providing they are American citizens. This, or a similar measure, must certainly commend itself to all who wish to see the American flag floating over United States property in the large seaports of the world.

There is likely to be a large section of our people who may think the above figures are extravagant and unnecessary to the building up of a mercantile marine, and may suppose that any industry that will be certain of making the average returns on capital expended, ought not to require or need any special legislation or national assistance. The fallacy of such reasoning in connection with our mercantile marine might be instantly dispelled by a brief review of the marine policy of some of the foreign powers, notably, the British, who, having felt the increasing power of the United States mercantile marine, and the decline of her own commercial interests, at once with a liberal, far-seeing, and open-handed generosity, subsidized the several lines of steamships and turned the tide of maritime supremacy in her own favor. The world-renowned Transatlantic lines were liberally fostered and encouraged, the Cunard line receiving half a million dollars annually as a subsidy. After a few years this munificent sum was increased to nearly $700,000, and continued annually for a period of fifteen years, when the spirit of enterprise and commercial activity required a portion of this sum to be handed over for the building up of other equally deserving and competing lines, hence, the immense growth of this foreign Atlantic mercantile navy whose influence reaches, octopus-like, over every portion of the United States. After this showing it need scarcely be mentioned that the Eastern hemisphere was equally well taken care of by subsidizing the Peninsular and Oriental Steamship Co., with an annuity of a million dollars, this sum being afterwards doubled on account of increased service.

The growth of the French mercantile marine is the result of the bounty law, passed in 1881, and although the French are slightly handicapped by the British having been the first in the field and their greater maritime zeal, yet, in our humble opinion, a few years of commercial activity will prove the immense advantage of the French bounty system, which allows a rebate of 17½ per cent on the total cost of a steamer. For instance, a vessel costing $170,000, would earn a rebate of about $30,000, and on a composite built vessel of 1500 tons gross, the bounty would amount to $12,000. These figures speak volumes in connection with the industry which they are meant to foster.

The German mercantile marine, following somewhat in the footsteps of France, and under the recognition of the government, is advancing, and has increased considerably during the last five years, and quoting from statistics on this subject, the increase has amounted to 101 per cent in six years, and much of this tonnage is said to have gone into subsidized lines for national purposes.

Russia, which is not a strictly maritime power, on account of her geographical position, and her people not being over-zealous in this industry, is, however, beginning to appreciate the value of a mercantile marine, and the government, with a view to encourage trade, has guaranteed liberal subsidies, and efforts are being made to develop her marine interests. The total amount of annual subsidies paid by the Russian government is placed at about $732,000, which admits of the existence of several excellent steamship lines.

Italy can also make a splendid showing with her consolidated steamship lines, containing a fleet of ninety vessels, having a tonnage varying from 500 to 5,000 tons. Yet it must be borne in mind that this mercantile fleet is not left to do battle against outside influences, and allowed to live or die according to the usual and expected fluctuations in the carrying trade of the world. But, on the contrary, is carefully bolstered up, kept alive, and helped over the dull seasons of commercial inactivity by an annual government subsidy of 8,000,000 francs, this amount being found necessary in order to establish a national mail and passenger service, more especially over the eastern hemisphere. Yet the Italian flag may frequently be seen in South American harbors floating over as fine a specimen of freight and passenger steamship as there is afloat, while at the same time, the wooden vessels, built in Italian ports, are noted for their strength, model, and complete workmanship, and although we might readily suppose that the above was a very tolerable showing, yet their maritime bill includes a large bounty to shipbuilders for the construction of vessels and engines on Italian soil. Also, a bounty in the shape of mileage on the distance navigated, and several other clauses favorable to the growth of her mercantile marine.

Taking into consideration the standing of the United States as a prominent power among the nations of the earth, we would only re-echo the speech and language made use of by our most eminent statesmen and diplomats in the days gone by if we said that a merchant marine was the *sine qua non* of a nation's political influence and lasting prosperity. On the other hand, most of our readers are aware of the vast productive area of the United States, and coupled with the immense requirements of our population, will, no doubt, feel a proper degree of uneasiness at the apparent inadequacy of our executives to grasp the first principles of national greatness and commercial supremacy, and it still remains an open question with us whether the various Trans-atlantic lines would not now have been flying the stars and stripes if the pioneer steamships of Collins' line had been zealously guarded and supported by the administration. However, the chance having gone by, we can all witness the result, and from past errors correct our present and future course, and with renewed energy urge upon our representatives the increasing demands for an American mercantile marine in proportion to our national standing.

LOCAL vessel men are of the opinion that ore freight will open at about $1.60, which would be an equivalent of 4½ cents per bushel on grain. Local shippers talk of a rate of 3½ cents on grain to Buffalo and do not care to bid much higher, though 4 cents has been offered for a couple of vessels.

THE LIFE SAVERS.

To the Editor of the Marine Record:

ASHTABULA HARBOR, March 27.

In looking over the files of your valuable paper, I found a letter written by the Hon. S. I. Kimball, superintendent of the Life Saving Service to you, taking exception to some things you had written, asking that better facilities be provided for saving of life and property. Mr. Kimball asserts that the wonderful record of the service is due to the fact that the stations are provided with the best means for doing the work. As one who has had considerable experience in the business, I cannot agree with him. I claim the credit for the good and effective work is due to the men who have faced the perils of storm and sea, with a determination to "do or die" with such means as were provided for their use. Keepers and crews are those who have won for the service a name of which they are justly proud, and yet Mr. Kimball objects to seeing them recieve more than $700 per year, surfmen $50 per month for their service. He also claims that while there may be a lack in the number of stations needed, the stations we have are well supplied with every-thing necessary for doing the work. This we know is not the case. I can cite him to a station not many miles from Cleveland where, when the building was shingled, the work done by the government ended. The keeper and crew, beside going through the daily routine of boat practice, gun drill, standing lookout, and patrol, worked like beavers from morning until night, building walks, docks and other work that should have been done before the station ever went into commission, and I know that when the station was very much in danger of floating away, the keeper had much trouble in getting a scow load of stone to put along side of the docks which had been built for the third time that year, to keep them from being washed away also. Nothing that could possibly be done by keeper and crew, was ever done by the officials to provide for the promotion of the service, except changes in maneuvers, uniforms and drills. Lumber and other material for the building of necessary walks, and other things, even to reels for putting away extra lines, had to be begged, borrowed, or stolen, for the service was too nearly bankrupt to furnish anything except scrub brooms and soap. And when these poor officials who were traveling around the lakes on tours of inspection, struggling along on from $1,500 to $5,000 per year, and mileage, pay one of these stations a call, they expect to find everything in first class condition; a place for every-thing in its place, still the facilities for doing good work are unbounded.

The keepers must maintain a respectable appearance and a comfortable home, for a good sized family, on $700 per year, while the inspectors, district superintendent and general superintendent can hardly wiggle through with a good fat salary, and the surfmen who face wind and weather, night and day, paying $14 per month for day board, about $50 during the season for uniforms, and working eight months in the year for $50 per month, are expected to live and support their families.

How can the officials expect to get men for such pay, and having secured good men, how can they dare to oppose any measure that will give them the wages they deserve. If there must be economy, do not commence to practice it at the wrong end of the service. Pay the keepers at least $1,000 per year, the men $75 per month. Get a good faithful crew and keep them the year round; they deserve it, and in conclusion I will say, while words of praise for money talks.

EX-SURFMAN.

COMPASS CORRECTIONS.

To the Editor of the Marine Record:

The article in your last issue under the heading of variation and deviation of the compass is certainly a revelation, so far as finding the correction of the compass is concerned, and I humbly acknowledge my inability to grasp the meaning of the explanation so promptly offered, and vouched for by such eminent authorities. Believing that the laws of magnetism are not yet fully developed, and that I have much to learn in connection with this important science, is the only apology I can offer for trespassing on your valuable space. In reply to the letter signed L, I wish to say that the variation of the compass is simply the angle contained between the magnetic north and the true polar, or geographical north, and the difference or variations arises from the magnetic poles, not coinciding with the true or terrestrial ones, and is due entirely to the influence of the earth on magnetic needles, is a clearly defined and well known angle, is the same at various parts of the world, and quoting from memory may instance St. Petersburg, Russia, and Savannah Ga. Variation is also a constant error, having only a slight annual aberration and is as clearly demonstrated as the laws of gravitation. Deviation is the angle contained between the magnetic north, and the compass north and is easterly on one half of the compass and westerly on the other, and differs in amount as the ship's head is brought round to each point of the compass, and to make myself clearly understood, these changes occur on the same circle of variation, and in the same latitude and longitude and will differ although there be no change of variation or position of the vessel. Deviation is due chiefly to the disturbing influences of the iron which enters into the construction of the ship, and may be developed according to her position when building and from other causes. Local attraction is exactly what the phrase indicates and is caused by a disturbing influence in the locality of, or outside the ship, and belonging entirely to the object or cause in the immediate neighborhood, as for instance iron cranes, volcanic, or magnetic influence, and easily demonstrated by placing a pen knife or iron nail, etc., in close proximity to a compass.

I think that any seaman may comprehend this plain language, and if not it would hardly be worth while going over the same ground again.

T. S.

A STEAMSHIP JUBILEE.

This is the jubilee year of steamships in the Atlantic service. Fifty years ago the first steamer that was to run in the service between England and New York was being fitted out, and those who were backing the new enterprise were being greeted with that ridicule that all promoters of new schemes have to stand. This vessel was the Great Western, and she was fitted out in Boston harbor. Mr. Cunard, the founder of the now famous line, was one of the promoters of the scheme. The Great Western sailed from Bristol on April 5, 1838, and she arrived safely in New York harbor on April 23, having taken eighteen days to cross the Atlantic. In New York city she was looked upon as a wonder and visited by crowds of sightseers. She was a wonder then, but compared with the ocean steamers of to-day was a very ordinary vessel. She was 212 feet in length, was a wooden paddle steamer of 1,200 tons burden, and was rigged with four masts. Her rates of passage were 40 guineas, or $210, and £5, or $25, was charged per ton for freight. After her first trip the average time she occupied for her voyage was sixteen days and one hour, from Bristol to New York, and fifteen days on her homeward voyage. The success of the vessel caused the promoters of the idea to establish regular lines of steamers between England and New York.

The following table will show how the time occupied on the water has been reduced during the fifty years of steamship travel:

	Days.	Hours.	Min.
1838—Great Western	16	1	0
1847—Great Britain	14	7	0
1850—Asia	12	6	41
1852—Arabia	11	19	40
1855—Persia	11	2	5
1862—Scotia	9	5	0
1866—Manhattan	9	0	30
1874—Bothnia	8	10	37
1878—Arizona	7	3	0
1882—Alaska	6	18	48
1884—Oregon	6	10	14
1885—Etruria	6	5	44
1887—Etruria	6	5	21
1888—Umbria	6	4	2

LAKE CARRIERS' ASSOCIATION.

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

BOARD OF MANAGERS, 1888.

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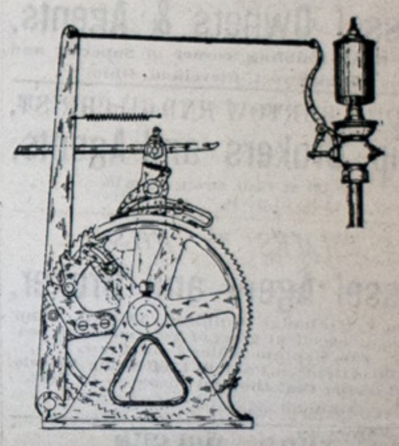
MARINE RECORD—OFFICIAL PAPER.

THE CHASE FOG WHISTLE MACHINE.

The dangers attending fogs on the lakes are well known to all of our sailor men, and all know that the regulations require that during fogs, a signal shall be sounded at regular intervals. Under the old system of fog signals, the service and close attention of a man was required at all times while navigating in a fog, and this service became so monotonous that Mr. Chase, engineer of the steamer Ohio, devised and patented a machine which, when attached to the engine, would sound the fog whistle automatically.

The cut shows the position of the machine and its action on the whistle.



During the season of 1887, the following named steamships "thirty in number" were supplied and equipped with our machines. The same having given entire satisfaction in each and every case, we refer with pleasure, all those interested, to the owners and masters of said steamers.

Wilson Transit Line, Cleveland, O.—Steamers Spokane, Wallula, Kasota, Tower, Yakima, Missoula, Sitka.

N. Western Transportation Co., Detroit, Mich.—Steamers Fayette Brown, R. J. Hacket, Forest City.

Cleveland Transportation Co., Cleveland, O.—Steamers Sparta, Havanna, Vienna, Townsend.

Bradley Transportation Co., Cleveland, O.—teamers City of Cleveland, Henry Chisholm, Superior, E. B. Hale, M. B. Grover, J. S. Fay, R. P. Ranney.

H. H. Brown, Cleveland, O,—Steamers Smith Moore, Chas. J. Sheffield.

Owen line, Chicago, Ill.—Steamers Ira H Owen.

Cambria, Outhwaite, Saml. Mather, R. R. Rhodes, Columbia, Aurora.

The machine is at all times under the control of the captain. That is if it is necessary that a signal shall be given to a passing steamer, or for any other purpose; the moment the captain pulls his wire, the fog whistle machine is thrown out of gear and will not resume its sounning until it is permitted to do so by the master.

Following is the report presented by the committee.

To the President and Board of Supervising Inspectors of Steam Vessels.

Your committee to which was referred the "Chase Fog Whistle machine" beg leave to report: That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safe guard to navigation.

H. S. LUBBOCK,
GEO. H. STARBUCK,
W. D. ROBINSON. } Committee.

The manufacturers are the Chase Fog Whistle acMhine Co., corner of Elm and Spruce streets, Cleveland, O.

The Only Shirt Factory in the City

Where all kinds of *Flannel Shirts*, Navy-blue, double and single-breasted *Sailor Shirts*, *Waterproof Shirts*, *Cheviot Shirts*, made in a *regular home made style*, every shirt 54 in. wide, 40 in. long, wide sleeves, extra well sewed, can be found at the Boston Dry Goods Store, 213 Detroit street, second door from corner Pearl streets. Also *Our own home-made Jean Pants, Overalls, Jumpers*, etc., and all of above will be made *to order* if the customer desires it, for the same price as sold ready-made.

Don't forget to call on KOHN & CO., 213 Detroit St., near corner Pearl.

[*Around the Lakes Continued from 1st Page.*]

PORT HURON.

Special to the Marine Record.

At the Drydock Iron Works, J. H. Fitzgerald, has been and is doing lots of work on the propellers Ogemaw, Oscoda, Maine, City of Concord, A. J. Wright, Mary, Cleveland. Steamers Point Abino, Clara, J. E. Mills, H. C. Cottrell, Ida, J. S. Ruby. Tugs Mocking Bird, O. W. Cheney, Mollie Spencer, Mystic and Kitty Haight.

Captain Wm. Patterson, arrived here from Chicago, Thursday, to look after the work to be done on his schooner Newsboy at Dunford & Alverson's shipyard and fit her out.

At the Pioneer Boiler Works, Love & Schofield, have done and are doing considerable repairs on the boilers of the propellers Ogemaw and Cleveland and tugs Cheney, Mocking Bird, W. B. Castle, Mollie Spencer and George Hand. Last Wednesday they shipped a steel boiler 5 feet 9 inches in diameter, 10 feet long to carry 145 lbs steam for a steam yacht building at Trenton, by Craig & Son. On Friday the boiler 9 by 16 to carry 110 lbs of steam, which they built for the steambarge George King, was put on board of her.

Captain Fred Ahlstrom, arrived from Chicago Friday to fit out the schooner Ida Keith.

Captain Fitch, arrived here from Chicago last week, to fit out the schooner Mary D. Ayer, owned by Edward Ayer, Chicago

At the Wolverine drydock company's dock nearly 70 men are busily employed. The schooner S. J. Tilden, which was raised out of St. Clair river, last fall by Captain E. S. Pease, of Saginaw, and purchased by Penoyer Bros., of Oscoda, in February, has received a thorough rebuild at a cost of about $12,000. She will tow with the Ogemaw. Captain Davis, formerly of the barge Maxwell, will command her. The barge Maxwell will be commanded by Captain Genio, formerly of the barge City of the Straits. The barge City of the Straits, will be commanded by Captain Trent, formerly of the E. C. Roberts. They will tow with the Ogemaw. The schooner Mary D. Ayer, has received a partial rebuild at a cost of about $3,000; the barge Burnside is receiving wooden arches and general repairs at a cost of about $3,000; the propeller City of Concord has received general repairs and calking costing about $500; the steambarge Maine, repairs and calking amounting to about $450; the steambarge J. E. Mills, calking and general repairs about $300; the schooner Hattie Wells, repairs and calking about $1,200; the barge Norway, refastening and repairs about $1,200; the tug George R. Hand, new deck frames and deck, refastening and calking about $600; the steambarge Ogemaw, repairs to deck and calking about $ 300; steambarge Oscoda, general repairs and new main topmast about $250; tug Mollie Spencer, refastening and new house on deck about $600.

The Phœnix Iron Works are doing extensive repairs to the boiler of the steambarge C. T. Curtis, comprising new fire boxes and considerable new bracing also general repairs on the engine; they are putting a new water bottom on the boiler of the steambarge Porter Chamberlain, also general repairs on engine; the steambarge Lowell, is getting new legs on her fire box and general repairs to her engine; the steambarge Birckhead is getting general repairs on her boiler. They are also compounding the engine of the steambarge M. Olwell and Mr. Robt. Kenny, is now at Cleveland putting the new cylinders and condenser in position.

Captain John Ivers, formerly of the propeller Colorado, will this season command the steamship F. W. Wheeler.

Captain A. Cox, formerly of the propeller Jesse Farwell will command the steamship Thomas Adams, building at F. W. Wheeler's shipyard, West Bay City.

Captain Wm. Hutchinson, formerly of the F. W. Wheeler, will command the new steamship Mecosta, built by F. W. Wheeler.

Dunford and Alverson, shipbuilders, have been and are at present doing a very large amount of work and keeping about 120 men hard at work all the winter. They have given the barge Emma E. Tyson, a thorough rebuild; the barge Sonora, has received a center arch, cants forward and aft, some outside plank, some new ceiling, and bilge kelsons and other necessary repairs and calking all over; the schooner Lizzie A. Law has received new stringers and rail and other repairs; the barge A. C. Maxwell, has received new deck frames and deck and calking all over; the barge Rosa Sonsmith, has received a new quarter deck and had her cabin raised; the barge W. W. Stewart, received new iron arches, stanchions and other repairs; the barge B. B. Buckhout, has received a thorough rebuild; the barge William Crosthwaite new deck frames and deck, new cabin, cants forward and aft, main rider, sister and bilge keelson and recalking; the schooner Newsboy, is to receive new decks, new cabin, some new stanchions, stringers, bulwarks and rail; the barge John Sherman is recently new deck frames and deck.

Carleton & Cole, have recently started an elegant store at 405 and 407, Water street east, where all kinds of shipchandlery and engineers' supplies can be obtained at reasonable prices. WILLIAMS.

U. S. engineers think nothing that sails the fresh seas can load deeper than 14½ feet this season on account of low water and the shoal at the Lime Kiln crossing.

The steamer Darius Cole will run on the river route between Port Huron and Detroit as usual. Captain John Robertson will pull the bells and Clerk Parsons handle the cash the same as heretofore.

A gentleman from Algonac reports the St. Clair river clear of ice to that point and the steamer Mary plying to and from that port. The ice in lake St. Clair has become much weakened and gives signs of breaking up.

Below we give a list of Port Huron sailors and the vessels and steamers they will command during the coming season. Also a list of steamers Port Huron engineers will pull the throttles on next summer;

CAPTAINS OF STEAMERS.

Captain John Hayes, Badger State; Captain F. H. Danger, Alcona; Captain Geo. McPherson, Ossifrage; Captain Ed. Geel, Elfinmere; Captain J. Stevenson, Kate Williams; Captain James Stevenson, Waldo A. Avery; Captain Thos. Currie, Oswegatchie; Captain LeLand, Dean Richmond; Captain Wm. Hanson, Sprite; Captain W. Harrow, J. L. Williams; Captain Paddy Walsh, tug Harky; Captain Amby Gain, Alex. Folsom; Captain Robt. Gain, C. F. Curtis; Captain Cal. Jones, James Beard; Captain Geo. Talbot, Conger; Captain Geo. Carter, Dormer; Captain W. H. Hutchinson, Mecosta, Captain John Ivers, F. W. Wheeler; Captain Ben Mosher, Gladiator; Captain A. A. Cox, new boat building at Bay City; Captain Thos. Cowan, Ogemaw; Captain Alex Sinclair, Oscoda; Captain Dan Sinclair, Cleveland; Captain John Cornwall, Mystic; Captain H. J. Kendall, O. W. Cheney; Captain Hugh Stevenson, Mocking Bird; Captain Wm. Rollo, W. J. Averill; Captain Hebner, City of Concord; Captain W. J. Lynn, Mollie Spencer; Captain D. A. Hutchinson, not appointed yet; Captain Walter Ashley, Manistique; Captain William Neil, P. W. Arnold; Captain Al. Neil, Gogebic; Captain Chris. Smith, Porter; Captain Canally, Castle; Captain Wm. Curtis, Kittie Haight; Captain F. J. Holland, Porter Chamberland.

SCHOONERS AND BARGES.

Captain VanSlyck, Sonora; Captain Nelson Little, Col. Brackett; Captain John Stewart, Norway; Captain Powers, O. J. Hale; Captain Davis, S. J. Tilden; Captain J. Davis, A. C. Maxwell; Captain Watson, Wm. Crosthwaite; Captain J. Hall, B. B. Buckout; Captain L. Sinclair, W. W. Stewart, Geo. McElroy, E. E. Tyson; Captain L. Carey; Gen. Burnside; Captain John Buzzard, L. L. Lamb; Captain Geo. Buzzard, Orkney Lass; Captain Conkey, J. H. Magruder; Captain Alex. Leath, Lizzie Law; Captain George Bonnah, Reindeer; Captain Frank Downer, Aunt Ruth; Captain Vic Bonnah, Ino.

ENGINEERS.

Chief engineer W. P. Trelevan, T. Trelevan assistant, Mocking Bird; Engineer W. P. Boynton, propeller Algoma; Chief engineer J. Berney and R. Elliott assistant, D. M. Wilson; Engineer Geo. H. Bowen, propeller Cheney; Engineer Robert Cameron, Mystic; Engineer Charles Cushaine, Conger; Chief engineer T. Odette and J. Southgate assistant, N. Mills; Engineer Scott Chapman, Kalyuga; Chief engineer J. L. Conner and A. Wilson assistant, propeller Concord; Engineer R. A. Champbell, Beard; Fred Fitzgerald, new boat building at Milwaukee; Chief engineer P. Tuney, and H. Similly assistant, Castle; Engineer A. J. Holmes, Greyhound; Chief engineer A. Jameson and S. Moore assistant, Ogemaw; Engineer H. W. Maines, Haight; Engineer W. Lewis, Cumberland; Chief engineer Geo. A. Mills and Geo. McDonald assistant Kalkaska; Chief engineer Harry Odette and W. J. Nagle assistant Wright; engineer Thomas Welsh, W. L. Frost; Engineer W. S. Warner, Sprite; Engineer David Vreeland, International; Engineer T. McElhinney, Ketchum; Engineer William Elliott, Record; Engineer Thomas Kain, Wolf & Davidson's new boat; Engineer Ed. Egan, M. F. Merrick; Chief engineer Thos. Gouling and Wm. McDonald assistant, propeller Colorado.

DETROIT.

The steamer Riverside made her first trip Monday from Detroit to Wyandotte, Grosse Isle and Amherstburg, and will run regularly hereafter.

The schooners Red Wing and Francis Palms and steamer Anna Smith have loaded with wheat at Detroit for Buffalo at 2½c.

Toledo reports the charter of the schooners St. Peter and Anna P. Grover, with wheat for Cleveland at 1½ cents free.

Ward's Detroit and Lake Superior line of steamers has been organized into a corporation with $325,000 paid-up capital. Out of a total of 13,000 shares, W. H. Stevens owns 3,305, F. W. White, Bay City, 2,398; S. F. Hodge & Co., 1,095; Eber Ward, 1,953; J. V. Moran, trustee, 990, and J. V. Moran 631. There are eighteen small holders besides.

The St. Ignace was floated out of the Detroit drydock Sunday night. She is to start for the straits about the middle of next week. It is expected that she will be able to reach Mackinaw and open a channel to St. Ignace.

The steambarge Anna Smith, which was resurveyed at Detroit by Captains McLeod, Galvin, and an inspector acting for Captain Bates, will be given a rating of A2 on the recommendation of these three men. She had been classed B1 from the original survey. The mistake resulted, says Captain Galvin, from a misapprehension on the part of the first inspector. Captain Bates had classed her properly from the information he had.

CHICAGO.

The tug O. B. Green went out to the basin and then for a half hour devoted itself to cutting figure "8s" in the choppy waves in a manner which would have done an expert skater proud. Standing on the docks in the rain were Captain J. S. Dunham, Captain T. Butlin of the Goodrich steamboat line, Captain Sinclair, United States local steamboat hull inspector, and Captain Stewart H. Moore, local steamboat boiler inspector. The trip was made to test Captain Dunham's new steam steering apparatus for tugs, upon which he has been at work most of the winter. The Green, which has been noted in the past as the most unwieldy of all the tugs in the river, behaved admirably under the new invention. With a full head of steam on and running at her best speed just three seconds were required to throw the rudder from hard on one side to hard on the other and back. This was done without a jar. When the Green was back in the river the crucial test of running stern first was tried. The rudder was held firmly in its place, and the steering was as easy and as perfectly under control as need be. At the speed the Green was run backward, if the old steering gear had been used, not enough men could have gotten hold of the wheel to have held the rudder in position. The new gear is extremely simple. On the top of the boiler there is placed a steel cylinder ten inches in diameter and five feet long. Steam is supplied to the cylinder from the boiler. On top of the steam cylinder is a six-inch cylinder filled with common oil. A fifteen foot piston travels through each cylinder and both pistons are connected at each end. Attached to each end of the double acting piston are chains that connect with the tiller. When the tiller is moved it throws the steam on the piston and at the same time releases the piston in the oil cylinder. When the rudder is in the desired position the tiller is thrown back to its original place, which locks the piston in the oil cylinder by hydraulic pressure. Attached to the gear and directly in front of the tiller is the "tell-tale," whose position corresponds with that of the rudder. The tiller is worked much like the lever in a locomotive, and could be thrown into any position by one's little finger. When the rudder is hard over it acts automatically on the tiller in shutting off the steam. The cost of the gear is less than one-third that of the steam steering apparatus on lake steamers and much more rapid in movement. By placing the craft so completely under the control of the captain it is claimed that many of the collisions in the river can be easily avoided. Captain Dunham will at once place the gear on all of his tugs and prepare to extend its use around the lakes.

Charlie Ahlstrom, of Green Bay, will be captain of schooner Pewaukee, owned by Smith & Laytham, Sturgeon Bay. The Pewaukee is to have machinery placed on her at Manitowoc, but will remain schooner-rigged.

OSWEGO.

The Oswego fleet will be commanded as follows: M. J. Cummings, Charles Tifft master; West Side, John Quigley master; M. T. Downing, P. Woods master; Kate Kelly, William Lennon master; Oliver Mitchell, M. Hourigan master; W. H. Odes, P. Hurley master; J. R. Noyes, Charles Bough master; John Wesley, James Curran master; Samana, John Graham master; Willie Keller, — Pitcher master; Hoboken, —Richards master; John Magee, — Ripson master; American, David Beggs sr. master; Camanche, David Beggs Jr. master; D. G. Fort, William Andrews master; Mystic Star, John Hurley master; steamer Monteage, William Griffin master; Charles Stewart Parnell, Patrick Griffin master.

MT. CLEMENS.

Special to the Marine Record.

The Clinton river has been full of ice since last Friday.

Charles S. Peltier will go as first engineer on the propeller Toledo, of Ward's line.

The J. S. Ruby and the Ida had their cylinders bored out by Fitzgerald, of Port Huron. Both vessels are receiving other minor repairs.

The steambarge City of Mt. Clemens will be employed as last year, carrying lumber for John Beyster, foot of 21st street, Detroit. L.

BUFFALO.

The following are the Union line appointments: Samuel Shannon, master; Oswego, Walter Robinson, master; Tioga, John Byrne, master, and John Mayberry, engineer; H. J. Jewett, A. A. Phelps, master, and F. Rehbaum, engineer; Rochester, Wm. Thorne, master, and Joseph Phillips, engineer; New York, Wm. Fletcher master, and Joseph Howlett, engineer; Avon, Stephen Lyons, master, and Wm. Skelton, Jr., engineer; Portage, David Bordeaux, master and John L. Rawson, engineer; Starucca, C. S. Turey, master, and Robt. E. Walker, engineer; Nyack, Robt. Rhynas, master, H. C. Jordan, engineer, C. L. Simmons, purser.

Appointments for next season: Propeller City of Duluth, Captain Lyman Hunt, H. Chalk, engineer; propeller Peerless, Captain H. C. Page, W. Conley, engineer; propeller J. L. Hurd, J. W. Twitchell, W. Leland, engineer; propeller City of Fremont, Captain James Sullivan; propeller Jay Gould, Captain Dan McLean, S. W. Armstrong, engineer; propeller James Pickands, Captain Smith Moore; N. K. Fairbank, Captain William Morse; Siberia, Captain B. Miller; W. L. Frost, Captain W. S. Shay; W. J. Everett, Captain William Rollo W. A. Haskell, Captain H. Brown; John Pridgeon, Jr., Capt. D. N. Sherwood; Newburg, Captain Stoddard; Waverly Captain Joseph Hulligan; B. W. Blanchard, Captain James Owen; St. Paul, Captain W. D. Waite; Escanaba, Captain R. W. Hayes; Inter Ocean, Captain George E. Merritt; Argonaut, Captain William Chamberlain; Rhoda Emily, Captain Jas. W. Brion; Ira H. Owen Captain J. Q. Owen; Monohasset, Captain Al. Fitts; Massasoit, Captain John O'Grady; Penokee, Captain Joseph Skeldon; Massachusetts, Captain Tim Kelly; Manhattan, Captain Fox; Merrimac, Captain Frank Lottus; Minnesota, Captain Peter Anderson; Metacomet, Captain Warren Shields; D. W. Rust, Captain J. Kendrick; propeller Nebraska, Captain Dan Coughlin; Saginaw Valley, Captain James C. Gibson; schooner Planet, Captain John Mason; Uranus, Captain D. Galligan; Wenona, Captain John Carr; steamship City of Rome Captain Frank Root; propeller Alcona, Captain Frank Danger; steambarge Louis Pahlow, Captain Dan Nelson; propeller Business, Captain Edward Saveland; propeller Robert Holland, Captain James A. Chadwick; steamer Aurora, Captain Chapman; schooner David Davis, Captain H. F. McManus; steamer Susan E. Peck, Captain William Bothwick; barge D. H. Keys, Captain Charles Garry; steamer Thomas P. Scott, Captain Thomas Pardee; steamer Corsica, Captain Wm. Cummings; propeller Porter Chamberlain, Captain Frank Holland propeller F. E. Spinner, Captain Donald J. Duncanson; propeller F. W. Wheeler, Captain John Ivers; schooner Annabel Wilson, Captain F. J. Miner; steamship Albert E. Wright, Captain Perew; steamer United Empire, Captain E. Robertson; steamer Ontario, Captain L. Morrison; steamer Alma Monroe, Captain Holling; propeller Bessemer, Captain James A. Calbrick; propeller Inter-Ocean, Captain William Chamberlain. The appointments of engineers on many of the above named vessels have not yet been made but will be given later.

The rates of insurance fixed by the general agents and managers of the marine insurance companies at their meeting in Buffalo, are as given below. They show a general advance over that of last year. This is caused by the desire of the companies to recoup their losses during the disastrous months of last fall. The list is as follows, the figures being net for the season: Coal, from ports on Lake Ontario to Lake Superior ports, 75 cents; to Lake Michigan ports, 60 cents; to Lake Huron and Saginaw Bay ports, 50 cents; to Detroit, 40 cents. From ports on Lake Erie to Lake Superior ports, 50 cents; to Lake Michigan ports, 40 cents to Lake Huron and Saginaw Bay ports, 35 cents; to Detroit, 30 cents.

Iron ore and pig iron: From ports on the south shore of Lake Superior to Lake Michigan and Lake Erie ports, 40c, 48c, and 60c; from Escanaba to Lake Michigan ports, 25c, 30c, and 37½c; to Lake Erie ports, 35c, 42c, and 52½c; from Point St. Ignace to Lake Michigan ports, 30c, 36c, and 45c; to Lake Erie ports, 30c, 36c, and 45c.

Freights, steam, 30c, 40c, and 50c; sail, 35c, 50c, and 60c.

On coal the rates given are on classes not below B1, while on ore, pig iron, and merchandise, rates are for classes A1, 1½, 2, 2½, and B1. The advance, compared with rates last year, is from 25 to 50 per cent on coal, about 25 per cent on iron ore and pig iron, and same on merchandise. The season rates on up merchandise were left over for future action as also was the formation of a hull pool.

It is still very slow in marine circles. iness is so positively lifeless, that, so far as could be discovered there is not even energy enough anywhere this week to invent a few good rates on ore from Marquette or somewhere. This condition of things is certainly very unusual. The only stir, if such it may be called, is in stocking coal. Quite an amount is going down and more is coming. The Delaware & Hudson Co., reports about 3,000 tons already in stock. As a rule lake men think it will be at least a fortnight before any coal charters are made here, and as to ore so many bogus stories have been set afloat that it is going to be hard to make people believe the truth in regard to the situation. Still the belief in a moderately fair season is quite general and vessel men are holding aloof from shippers, knowing that any apparent anxiety on their part will injure their interests.

Repair work is proceeding favorably, and to all appearance the fleet will go out in as good condition as on any previous season. The work on the propeller Cuba is delayed by the failure of the Erie men to get her new boilers ready. Her being enlarged so that she can load coal to better advantage. She will not have a tow this season. Captain Robert Young will sail her again.

The schooner Susan E. Peck will go into the Union dry-dock Tuesday for shaft, shoe, stern, pipe, wheel, etc., necessary to convert her into a propeller. She is receiving her engine, and but for her boilers, which are not yet finished, would soon be ready for business. When she comes out the Calumet will go in for steel arches.

David Bell will ship an engine 18x20 to Lorain this week to go into a new propeller building there for the Kelley's Island line company. Mr. Bell is also building the boiler and engine for a new side-wheel steamer to be put on Canandaigua lake this season. The hull is building on the lake. Its length, 145 feet, makes it too large to be built here and shipped by rail as Mr. Bell did for the same men last year.

The barge S. T. Atwater is receiving a very thorough and careful rebuild at Tonawanda by her owner, Capt. Thomas McDermott. The work is being done by Frank ry and an effort will be made to bring her up to an A2 rating. She will receive new upper works, considerable planking, deck frames, new decks, and everything possible will be done to make her as staunch and strong as if she was new.

The marine school conducted by Captains Bradford and Baxter closes this week. There have been in all 28 attendants, and the instruction has been of the best. The Cleveland vessel owners' association has indorsed the school, and steps have already been taken to establish a branch there next winter. Funds have been subscribed and a room secured. Superintendent Dobbins, in speaking of it lately, warmly indorsed the course of instruction, and said that those who looked down on such efforts to increase the navigator's technical knowledge would be pretty sure to be found deficient themselves on examination.

Captains Galvin and McLeod, on inspecting the propeller Anna Smith at Detroit, conclude to restore her to an A2 rating.

Tugs were in motion in the creek yesterday. The Johnson went down stream into the open water outside, and other craft went up through the ice as far as the Erie elevator, a distance in all of nearly a mile. The tugs with steam on include the Stevenson, Fiske, Maytham, and the fire tug.

The propeller Russia will soon be taken down to the foot of Erie street for some ordinary repairs. It is not yet decided whether she will load coal or package freight on the first trip.

ALGONAC.

Special to the Marine Record.

The scow F. X. has had a thorough rebuild.

The scow Curlew has had a rebuild.

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Are furnished as, *Comfortables, Blankets, Table linens, Towels*, etc., as well as *Sheets, Pillow-cases*, are *sewed to order*, at shortest notice, for 20 per cent less than big expensive establishments are accustomed to charge. Owing to the extreme small expenses of the Boston Dry Goods Store of Kohn & Co., 213 Detroit st., second door from corner Pearl it is *them only* who save 20 per cent unnecessary taxes. Give a trial order to KOHN & CO., 213 Detroit st., second door from corner of Pearl.

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THE boiler and machinery of the tug George Hand, all in first class condition. Apply to

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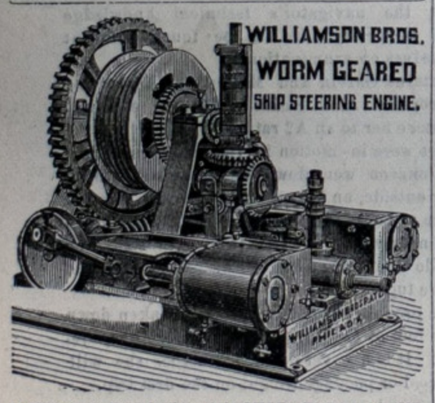

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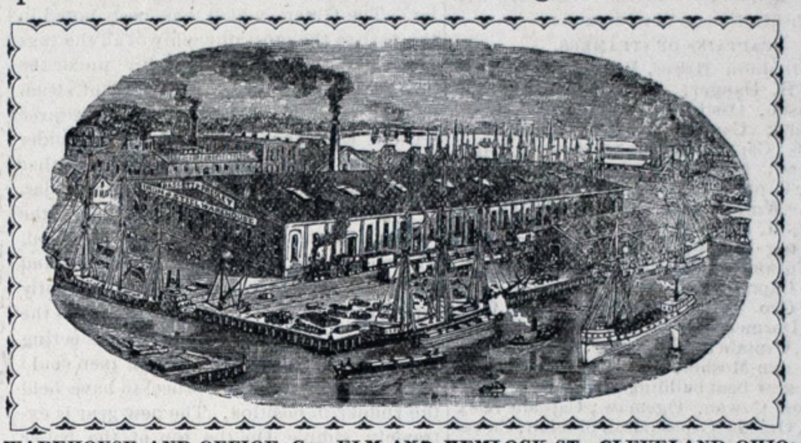
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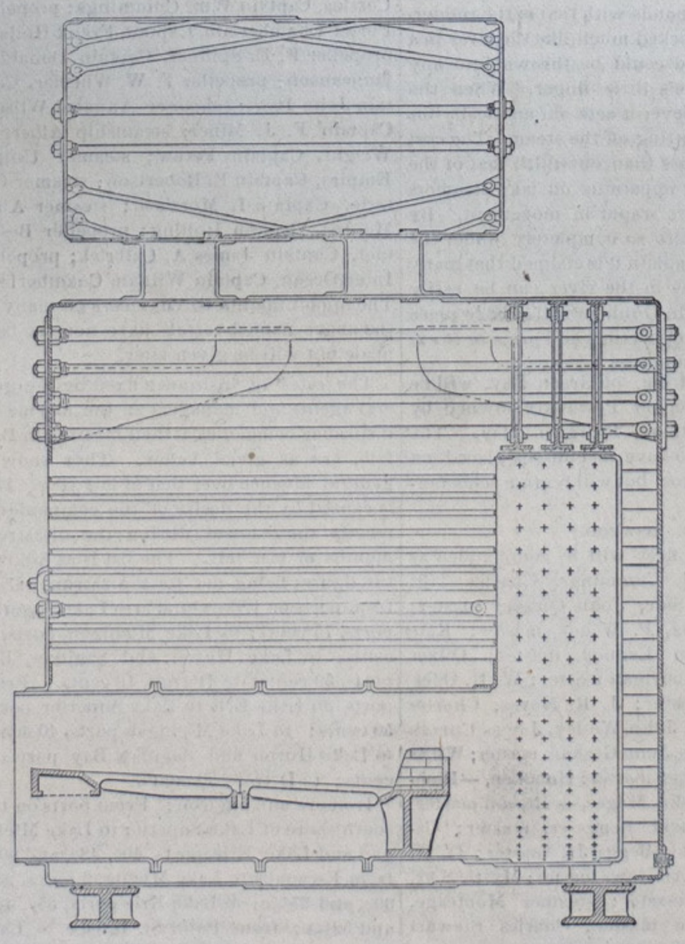
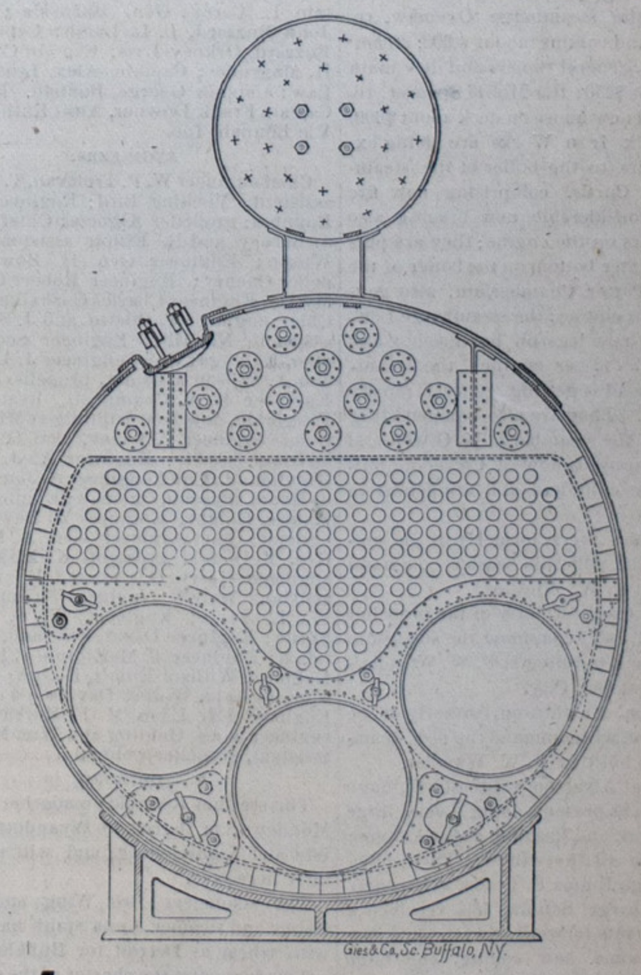

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Eastward.	Arrive	Depart
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express	*8 30 A M	*8 55 A M
No 26, Elyria Accommodation	†7 45 A M	
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwalk	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"		*11 35 A M
No 12, N Y & B Fast Express	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 30 A M	5 45 A M
No 25, Mich Accom Norwalk		†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 9:20 a. m and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.
Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.
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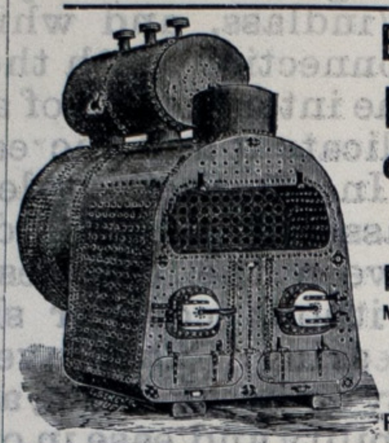

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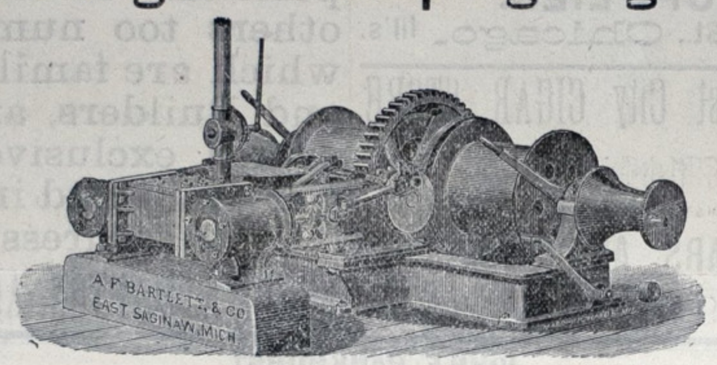

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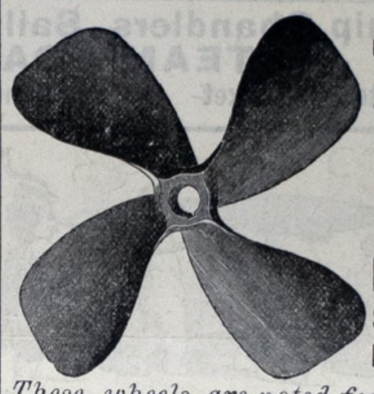

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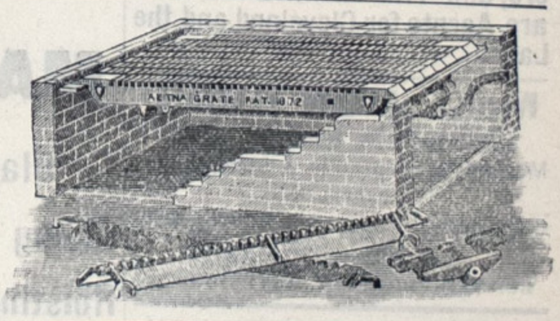

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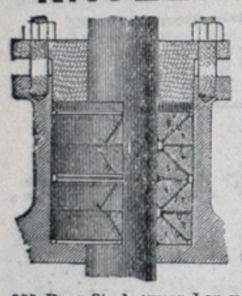

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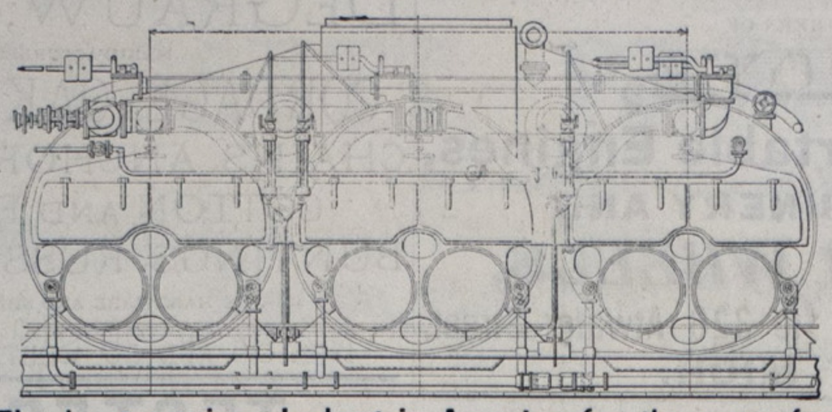

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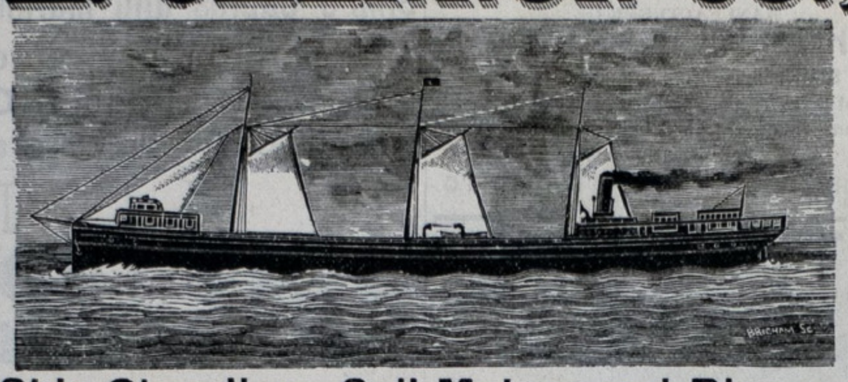

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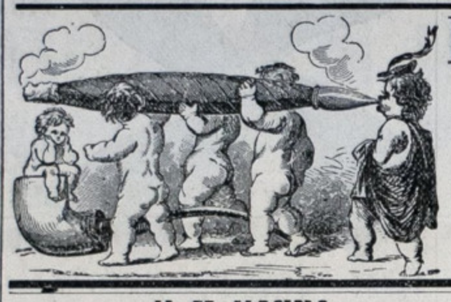

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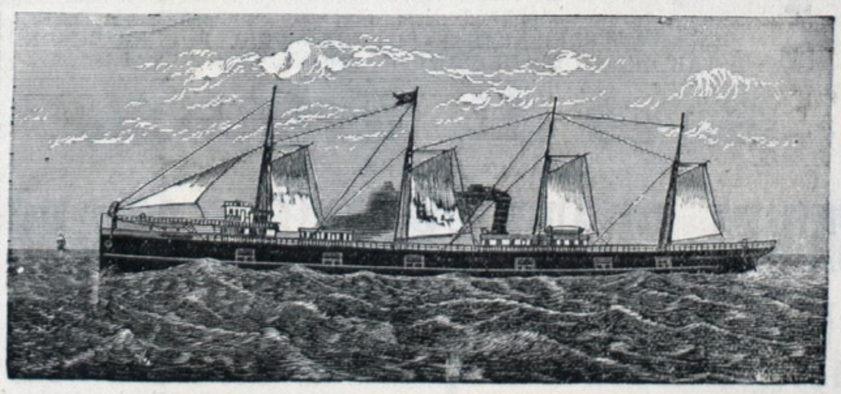

Steam Pumps, Steam and Hand Windlasses, Winches, and Marine Appliances of Every Description.

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Machinists, Boiler-Makers and Founders.

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